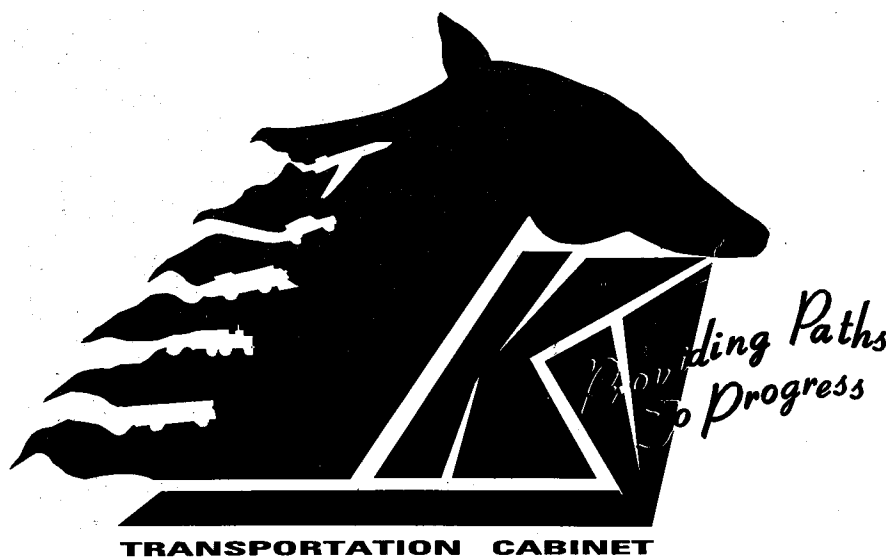


# KENTUCKY TRANSPORTATION CABINET

## SIX YEAR HIGHWAY PLAN FY 1995 - 2000



**BRERETON C. JONES**  
**GOVERNOR**  
**COMMONWEALTH OF KENTUCKY**

**DON C. KELLY, P.E.**  
**SECRETARY**  
**KENTUCKY TRANSPORTATION CABINET**

*January, 1994*



COMMONWEALTH OF KENTUCKY  
**TRANSPORTATION CABINET**  
FRANKFORT, KENTUCKY 40622

DON C. KELLY, P.E.  
SECRETARY OF TRANSPORTATION

BRERETON C. JONES  
GOVERNOR

JERRY D. ANGLIN  
DEPUTY SECRETARY  
AND  
COMMISSIONER OF HIGHWAYS

**TO: Recipients of the Kentucky Transportation Cabinet's Recommended  
FY 1995-2000 Six Year Highway Plan**

In accordance with the Kentucky Revised Statutes, Chapters 45 and 176, the Kentucky Transportation Cabinet (KTC) hereby submits its recommended Fiscal Year 1995-2000 Six Year Highway Plan. This document was developed by KTC for the purpose of outlining the major highway improvements planned for both the upcoming biennium and the four-year period immediately thereafter. The projects contained in this document represent the culmination of KTC's planning process which has been on-going since the State Legislature's approval of the 1992 edition of the Six Year Plan.

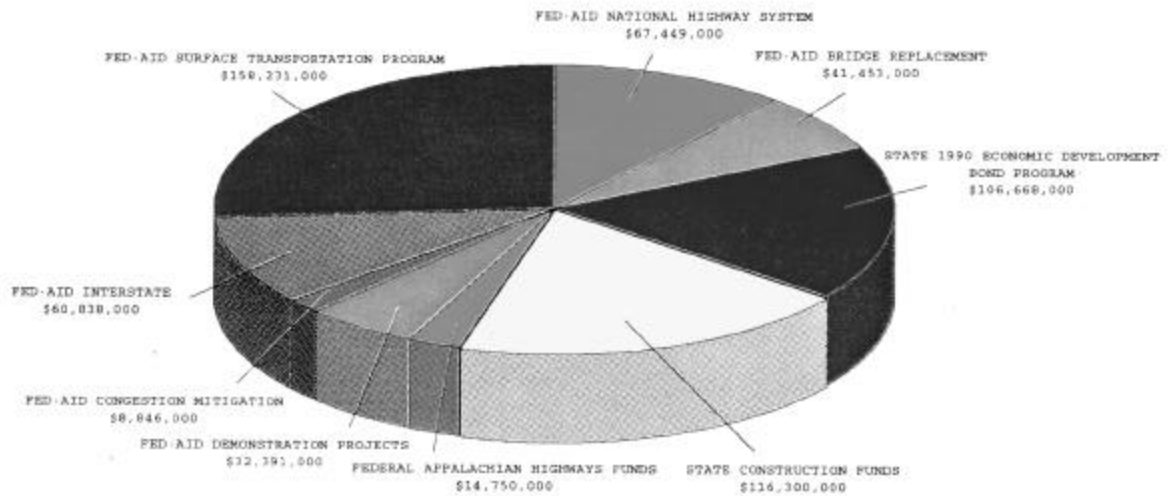
Based on Governor Jones' FY 1995-1996 Biennial Budget submittal, the Recommended FY 1995-2000 Six Year Plan is fiscally balanced each year by matching anticipated annual funding against estimated project costs. As shown in Figure 1, both federal and state revenue sources have been considered and projections made based on the most reliable financial information available. The relative proportions of federal and state highway funds made available to KTC for major highway projects are displayed in Figure 2. As evidenced by this graph, state funds comprise almost one-half of the total dollars expected to be made available for major highway improvements in Kentucky between 1995 and the Year 2000.

The 1994 edition of the Six Year Plan has been developed with the expectation that future federal and state revenues will continue to show marginal rates of growth. Certainly, reductions in state fund appropriations or failure by Congress to fully fund the Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) will result in a corresponding reduction in KTC's ability to deliver all Six Year Plan projects on time. Nevertheless, I am excited about the planned improvements to Kentucky's highway system and the accompanying economic opportunities that these improvements will provide to all regions of the Commonwealth. Governor Jones and I are proud to submit the Transportation Cabinet's Recommended FY 1995-2000 Six Year Highway Plan to the General Assembly, and fully recommend legislative approval of this document.

Sincerely,

Don C. Kelly, P. E.  
Secretary of Transportation

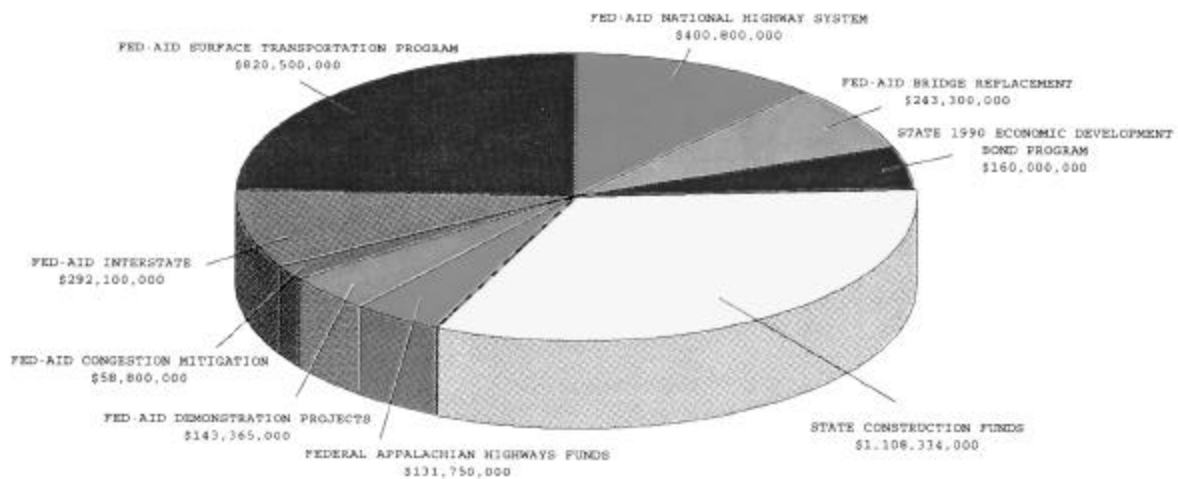
## FY 1994 FEDERAL-AID AND STATE HIGHWAY CONSTRUCTION PROGRAM FUNDING LEVELS



TOTAL FY 1994 PROGRAM= \$607.0 MILLION

NOTE: FEDERAL-AID FUNDING LEVELS INCLUDE STATE MATCHING FUND COMPONENT

## FY 1995-FY 2000 TOTAL FEDERAL-AID AND STATE HIGHWAY CONSTRUCTION PROGRAM ANTICIPATED FUNDING LEVELS



TOTAL SIX YEAR PROGRAM= \$3.35 BILLION

NOTE: FEDERAL-AID FUNDING LEVELS INCLUDE STATE MATCHING FUND COMPONENT

# FEDERAL AND STATE HIGHWAY FUNDING LEVELS

FROM 1994 THRU 2000

(AS ESTIMATED BY THE KENTUCKY TRANSPORTATION CABINET)

